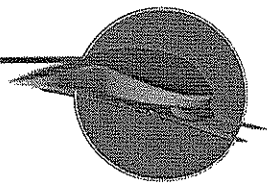
Project Name: CT-NHHS Corridor-1B *Date of Submission:* 08/24/09 *Version Number:* 1.0

High Speed Intercity Passenger Rail (HSIPR) Program



Application Form

Track 1b–PE/NEPA

Welcome to the Track 1b – Preliminary Engineering (PE)/National Environmental Protection Act (NEPA) Application for the Federal Railroad Administration's High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1b-PE/NEPA are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application as well as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.fra.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1b project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your PE/NEPA Project, please indicate "N/A."
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Application Information

<table>
<tr><td colspan="3">(1) Application Point of Contact (POC) Name:
James Redeker</td><td colspan="3">POC Title:
Bureau Chief, Public Transportation</td></tr>
<tr><td>Street Address:
2800 Berlin Turnpike</td><td>City:
Newington</td><td>State:
CT</td><td>Zip Code:
06410</td><td colspan="2">Telephone Number:
860-594-2802</td></tr>
<tr><td colspan="3">Fax: 860-594-3406</td><td colspan="3">Email: james.redeker@ct.gov</td></tr>
<tr><td colspan="6">(2) Name of lead State or organization applying: Connecticut</td></tr>
<tr><td colspan="6">(3) Name(s) of additional States and/or organizations applying in this group (if applicable): Amtrak</td></tr>
</table>

(4) Is this PE/NEPA Project related to additional applications for HSIPR funding (under this track or other tracks)?
☒ Yes ☐ No ☐ Maybe

If "Yes" or "Maybe" provide the following information:

Other Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested *(If known)*	Status of Application
CT-NHHS CORRIDOR-TRACK 1a	**CTDOT**	**Track 1a - FD/Construction**	**$ 41,105,000**	**Applied**
		Track 1a - FD/Construction	**$**	**Applied**
		Track 1a - FD/Construction	**$**	**Applied**
		Track 1a - FD/Construction	**$**	**Applied**

B. Project Overview

(1) PE/NEPA Project Name: CT-NHHS Corridor -1B

(2) Indicate the activity(ies) for which you are applying:

☒ Preliminary Engineering (PE) ☒ NEPA site-specific

(3) What are the anticipated start and end dates for this PE/NEPA Project? ***(mm/yyyy)***

Start Date: 09/2009 **End Date:** 09/2011

(4) PE/NEPA Project Narrative. *Please limit response to 4,000 characters.*

Describe the PE/NEPA activities that would be completed with HSIPR Track 1 funding through this application. Include the design studies and the resulting project documents for PE activities. For NEPA activities, address the technical and field studies that would be completed and documents that would be prepared, including:

- Project component studies
- PE/NEPA tasks / milestones
- Preparation of documents

Describe the agency and public involvement approach including key activities and objectives (including permitting actions). Address the coordination plan with affected railroads and right-of-way owners.

ConnDOT submitted a Track 1 Preapplication on July 10 describing improvements aimed towards achievement of eventual High Speed Rail service from Springfield, MA to New York City through Hartford, Meriden and New Haven, CT., and then connecting with the NEC. This Track 1B application, together with the separate Track 1A application, is for the specific improvements of the 62 mile corridor from Springfield to New Haven as depicted on the attached Figure 1. Track 1A will construct a 10 mile section (MP 20.6 to 31.1) of double-tracking within this corridor based on submission of a NEPA Categorical Exclusion. This Track1B application will serve to prepare similar NEPA documentation and perform preliminary engineering to position the remainder of this corridor for final design and construction within a two-year time frame. This documentation will allow full double-tracking of the remainder of this corridor, and other associated work. Research and investigation on the project, including previous studies and site reviews, demonstrates that an Environmental Assessment (EA) will satisfy the NEPA review requirements for this project. ConnDOT had been proceeding with an EA for the establishment of commuter rail service on this same line when the Vision for High Speed Rail in America was announced. In that light, there is a high degree of confidence and comfort that an EA is appropriate for this double-tracking, which is the same incremental improvement that would be done for the commuter rail solution. ConnDOT has suspended the commuter rail work to concentrate on this HSR project.

The Environmental Assessment will include the following list of Tasks:

1. Development of Purpose and Need
2. Project Management
3. Project Coordination
   a. Amtrak
   b. Freight Railroads
   c. Stakeholder agencies
4. Public Outreach
   a. Public Involvement Plan
   b. Public Meetings
   c. Local Official Meetings
   d. Public Information – Website, video, newsletters
5. Data collection
6. Ridership (w/Amtrak)

7. Operating Plan
8. Economic Development review
9. NEPA Documentation
   a. Preliminary Data Collection & Evaluation
   b. Preliminary Environmental Screening Report
   c. Base Mapping & Report Graphics
   d. Data Analysis and Determination of Impacts
      i. Social
      ii. Economic
      iii. Natural Environment
      iv. Cultural Resources
      v. Hazardous Materials
      vi. Air quality and Noise
      vii. Transportation Data and Analysis
      viii. Navigable Waterways & Coastal Zones
      ix. Energy requirements
      x. Construction data
      xi. Indirect & Cumulative Impacts
      xii. Land Acquisitions and displacements
      xiii. Cost Benefit Analysis
      xiv. Summary of Impacts
   e. Preliminary Review Draft EA
   f. FONSI Documentation & Review
   g. Financial Analysis
      i. Capital costs
      ii. Operating Costs
      iii. Revenue Estimates
   h. Next Steps
   i. Final Report

Field studies will include wetlands delineation, biological surveys, identification of potential historic and cultural resources, sensitive receptors, route survey for track alignment, survey for bridge repairs, and hydrology studies at water crossings.

The public outreach process will be carefully crafted in this corridor to make sure the public understands the intent of this High Speed Rail initiative. In the recent past, a public outreach effort had been underway when a commuter rail service was envisioned, so a clarity of communication will be essential.

The right-of-way (ROW) is owned by Amtrak, which operates passenger service currently. Freight railroads: PanAM RR, CSX, P&W, and CT Southern also operate rail services along the line. The proposed work is fully contained within the existing ROW.

(5) Status of Activities: In the following table, please indicate the status of planning studies/documentation supporting your planned investment. Indicate the status and key dates for each applicable activity as noted in Appendix 2 of the HSIPR Guidance.

Activities/Documents	Select One of the Following:				Provide Dates for all activities:	
	N/A	No study exists	Study Initiated	Study Completed	Actual or Anticipated Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Environmental Studies						
Final NEPA Document (Categorical Exclusion (CE) documentation, Environmental Assessment (EA), or Environmental Impact Statement	☐	☐	☒	☐	**01/2008**	

(EIS))						
Historic and Cultural Resource Studies	☐	☐	☒	☐	01/2008	09/2011
Biological Surveys and Assessment	☐	☐	☒	☐	01/2008	09/2011
Wetlands Delineation and Hydrology Studies	☐	☐	☒	☐	01/2008	09/2011
Community Impact Assessment	☐	☐	☒	☐	01/2008	09/2011
Traffic Impact Studies	☐	☐	☒	☐	01/2008	09/2011
Air Emission Studies	☐	☐	☒	☐	01/2008	09/2011
Noise and Vibration Studies	☐	☐	☒	☐	01/2008	09/2011
Preliminary Engineering						
Capital Cost Estimates	☐	☐	☒	☐	01/2008	09/2011
Travel Demand Forecasting	☐	☐	☒	☐	01/2008	09/2011
Operations Analysis	☐	☐	☒	☐	01/2008	09/2011
Operations & Maintenance Cost Estimates	☐	☐	☒	☐	01/2008	09/2011
System Safety Program Plan and Collision/derailment Hazard Analysis	☒	☐	☐	☐		
Engineering Studies - specify in space below: Preliminary Engineering Study Preliminary Design Report	☐	☐	☒	☐	01/2008	09/2011
Design Drawings	☐	☐	☒	☐	01/2008	09/2011
Project Management Plan	☐	☒	☐	☐	08/2009	01/2010
Other:	☐	☐	☐	☐		

(6) Planned Investment. *Please limit response to 4,000 characters.*

Provide an overview of the main features of the planned investment that is the subject of the PE/NEPA Project including a brief description of:

- The location of the planned investment, including name of rail line(s), State(s), and relevant jurisdiction(s) *(upload map if applicable).*
- Identification of existing service(s) that would benefit from the project, the cities/stations that would be served, and

the state(s) where the service operates.

- How the planned investment was identified through a planning process and how it is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.
- How the project will fulfill a specific purpose and need in a cost-effective manner.
- The existing and planned intercity passenger rail service(s).
- The project's independent utility.
- The specific improvements contemplated.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the planned investment.

The Project involves the full double-tracking of most of the Springfield to New Haven Amtrak-owned railroad corridor. Ten miles of this double tracking, from MP 20.6 to 31.1 will be constructed as part of a separate Track1A application being submitted coincident with this Track1B application. The New-Haven to Springfield Line currently operates both passenger and freight service. Amtrak is currently upgrading (completion in 2009) all of the existing track to Class 5. The Track 1B NEPA and Preliminary Engineering work will be for the double tracking, also to Class 5, of this Line, along with the systems and related infrastructure improvements that are described below.

The ROW is owned by Amtrak, which operates passenger rail along this segment and shares the use with freight railroads. The addition of the double track will greatly enhance the operations of all rail service on the corridor. Of most relevance, these improvements will allow more frequent and reliable passenger service that will operate at a higher average speed, all of which will make this a more attractive service for the potential passengers.

The specific improvements included as part of this project include:

1. Double-tracking the remaining section that is currently a single track:
New Double Track MP 7.1 to 17.0
New Double Track MP 20.6 to 31.1 (Included in Track 1a Application)
New Double Track MP 35.1 to 37.2
New Double Track MP 38.9 to 43.0
New Double Track MP 46.3 to 54.7
Rehab existing Parkville Industrial track MP 31.1 - MP 35.1to main line standards
Rehab existing Hartford Running track MP 37.2 - MP 38.9 to main line standards

2. Minor bridge repairs along the Line
3. New #20 Universal cross-over interlockings
4. Communications and signaling
5. Grade crossing warning device improvements
6. Planning for Positive Train Control

All of these improvements will be constructed within the Amtrak-owned ROW.

This project has complete independent utility. The primary benefit of the project is the improvement of passenger rail service on the Springfield to New Haven Line.

(7) Indicate the expected service objectives *(check all that apply):*

- ☒ Additional Service Frequencies
- ☒ Service Quality Improvements
- ☐ Other *(Please Describe):*
- ☒ Improved On-Time performance on Existing Route
- ☒ Increased Average Speeds/Shorter Trip Times

(8) Indicate the type of expected capital investments to be included in the planned investment *(check all that apply):*

- ☒ Structures (bridges, tunnels, etc.)
- ☒ Track Rehabilitation
- ☒ Major Interlockings
- ☐ Station(s)
- ☒ Communication, Signaling and Control
- ☐ Rolling Stock Refurbishments
- ☐ Rolling Stock Acquisition
- ☐ Support Facilities (Yards, Shops, Admin. Buildings)
- ☒ Grade Crossing Improvements
- ☐ Electric Traction
- ☐ Other *(Please Describe)*:

(9) Total Cost of PE/NEPA Project: (Year of Expenditure (YOE) Dollars*) $ 9,300,000

Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars)** $ 9,300,000

Indicate the percentage of total cost to be covered by matching funds: % 0

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

** This is the amount for which the applicant is applying.

(10) Right-of-Way Owner(s): Provide the status of agreements with railroad(s) that own the right-of-way. If appropriate, "owner(s)" may also include operator(s) under track age rights or lease agreements. *If more than two railroads, please detail in "Additional Information" in Section F of this application.*

Railroad owner 1 (Name):	Amtrak
Status of railroad owner 1 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	Preliminary executed agreement/MOU
Railroad owner 2 (Name):	
Status of railroad owner 2 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	No host railroad involved

(11) Intercity Passenger Rail Operator: If applicable, provide the status of agreement(s) with partner(s) that will operate the benefiting planned High-Speed Rail/Intercity Passenger Rail services after completion of the planned investment (e.g., Amtrak). *Click on the appropriate option from the dropdown menu shaded in gray*:

Name of Operating Partner: Amtrak

Status of Agreement: No agreement, but partner supports project

(12) Benefits to Other Types of Rail Service: If benefits to non-intercity passenger rail services are foreseen from the planned investment, please briefly describe those agreements and provide details on their status if applicable. *Please limit response to 1,000 characters.*

Both passenger and freight operations will benefit on the existing New Haven to Springfield line through the increased capacity and operational improvements that will result from double-tracking.

C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance *(check the appropriate box from the list)*:

☒ State
☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☐ Group of States
☐ Interstate Compact
☐ Public Agency established by one or more States
☐ Amtrak in cooperation with one or more States

D. Public Return on Investment

(1) Transportation Project Benefits. *Please limit response to 2,000 characters.*

Describe the transportation benefits that are anticipated to result from the planned investment for which you are conducting PE/NEPA, including the extent to which the planned investment may be expected to:

- Lead to benefits for Intercity Passenger Rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Provide benefits to other modes of transportation, including benefits to Commuter Rail Services, Freight Rail Service, and Highway and Air Congestion Reduction and Delay or Avoidance of Planned Investments

The planned investment will enhance intercity passenger rail service by providing additional track capacity with the completion of double-tracking of the New Haven to Springfield Line.

Safety will be greatly enhanced with double-tracking where single tracks exist currently, by removing potential for head-on collissions. In addition, the planned improvements to the signal systems will provide enhanced safety features. The proposed work will also allow for Positive Train Control to be implemented once FRA establishes a standard. All grade crossings will also be upgraded to current safety standards. Finally, other infrastructure improvements such as minor bridge repairs further enhance the public safety.

Intercity passenger rail reliability will be greatly improved by increasing capacity to operate more trains through the implementation of full double tracking. This will greatly reduce waiting times that are currently required with single track sections, as well as eliminate almost all potential for system backup when trains become disabled on single track sections.

Improvements on the Springfield to New Haven Line, connecting to New York & Boston via the NEC, have been recognized by the State of Connecticut as a key component to sustain and improve the regional economic viability and improving regional livability in the Capitol Region Council of Government's (CRCOG) Regional Transit Strategy (RTS). The Connecticut Transportation Strategy Board also recognized this as an important first step in implementing a statewide strategic plan.

These improvements will have a direct benefit impact to existing freight rail service on the New Haven to Springfield Line by adding capacity and improving overall rail operations. Passenger rail service and reliability also will improve, resulting in a modal shift from the automobile, thereby reducing highway congestion. These improvements will also facilitate the future introduction of commuter rail service along this corridor.

(2) Environmental Project Benefits Narrative. *Please limit response to 1,000 characters.*

Describe the intended contribution of the planned investment for which you are conducting PE/NEPA towards improved environmental quality, energy efficiency and reduction in the dependence on oil.

Reduction in fossil fuel use and the associated reduction in greenhouse gas and other emissions are a significant benefit of rail travel. This is due to the energy efficiency of rail versus other modes. Based on data for btu's per passenger mile of travel for various modes published by US DOE, the change in energy use was calculated for trips diverted from automobile to rail. Again using DOE data, energy changes were then converted to fossil fuel use equivalents. For every 1,000,000 passenger miles of travel that is converted from automobile to rail, equivalent to about 33,000 passengers traveling the proposed improvement, fossil fuel use is reduced by 7,500 gallons and carbon emissions are reduced by 66 metric tons. Of course, in addition to these reductions, significant additional benefits are realized from the reduction in other harmful emissions associated with fossil fuel use.

(3) Livable Communities Project Benefits Narrative. *Please limit response to 3,000 characters.*

Describe the anticipated benefits of the planned investment for which you are conducting PE/NEPA for fostering and promoting Livable Communities, and include information on the following:

- Integration with existing high density, livable development (including relevant details on livable development (e.g., central business districts with walking and public transportation distribution networks with transit oriented development)).
- Development of intermodal stations with direct transfers to other transportation modes (both intercity passenger transport and local transit).

The higher density communities on the NHHS Corridor are Springfield, MA, Hartford, CT, Meriden, CT, and New Haven, CT, all of which would be served by any intercity passenger rail service. All of these cities have initiated transit oriented development (TOD) programs in their respective communities. The projects are consistent with the livable communities goal of providing a mix of housing, retail and employment with access to multiple transportation options other than single occupant automobiles. Once completed, the project will result in improved on time preformance and reliability and make intercity rail travel an attractive option over the automobile. The proposed improvements to the NHHS Corridor will help support community TOD intitatives and contribute to the economic revitalization efforts now taking place in all these cities.

(4) Economic Recovery Benefits. *Please limit response to 2,000 characters.*

Estimate the benefit that the PE/NEPA Project and the planned investment for which you are conducting PE/NEPA will make towards economic recovery and reinvestment, including information on the following:

- How both the PE/NEPA Project and the planned investment will result in the creation and preservation of jobs (including number of onsite and other direct jobs (on a 2080 work-hour per year, full-time equivalent basis). Include a timeline for the anticipated job creation, specifying which jobs would be created for the PE/NEPA studies and an estimate for the planned investment (consider the construction period and operating period).
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits) and describe, if applicable, how the project was identified as a solution to a wider economic challenge.
- If applicable, how the project will help to avoid reductions in State-provided essential services.

Using a widely accepted approach for estimating job creation, where $92,000 of government spending leads to the creation of one full-time job (2080 work-hour per year basis), the employment impacts related to the expenditures on the different stages of the CT HSR Corridor development (NHHS Double Track) are estimated to total 2,120 job-years over the 2010-2013 time horizon. Out of this total about 100 job-years would be associated with the PE/NEPA phase, while the remainder (about 2,020 job-years) would be construction related. Please note that the operations-related jobs contunue throughout the operating horizon and would amount to about 220 per year. These impact are only expenditure (on PE/NEPA, construction, and operations) based, and do not include other impact types such as those related to travel efficiency savings or additional development in the corridor that would also be expected to occur.

Given the double-tracking of the corridor and the time savings and reliability improvements associated with it, it is expected

that increased ridership on the rail system would facilitate higher degree of economic interaction among the cities along the train route, leading to potentially higher productivity, efficiency, emission and other longer-term economic benefits.

E. Project Success Factors

(1) Project Management Approach and Applicant Qualifications. *Please limit response to 3,000 characters.*

Describe qualifications of the applicant and its key partners for undertaking the PE/NEPA Project, include the following information:

- Management Experience – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key project team members in completing activities as well as information on the role of contract support, engineering support and program management.

- Financial Management Capacity and Capability– provide relevant information on capability to absorb potential planning project cost overruns.

- Risk Assessment – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

The Connecticut Department of Transportation (Department) has a long and successful track record in planning, design and construction of transportation infrastructure, spanning a period of over 40 years. The Department is truly an intermodal agency which owns, maintains and operates state passenger railroads, highways and bridges, bus transit operations and facilities, airport operations and facilities, a deep water port, and two ferry boats.

The work to be performed under this Track1B application will be led by Conn DOT and will use consultants as an extension of staff. At the time the Vision for High Speed Rail in America was launched earlier this year, ConnDOT was advancing an Environmental Assessment of the New Haven to Springfield line for rail, including the potential for future High Speed Rail service. We therefore have in place a "ready to go" consultant team that is very familiar with this corridor. This team has been enhanced to address the vision for HSR as the priority. Attached to this application is an Organization Chart, and a brief bio of the key individuals that will manage this effort follows:

ConnDOT– James P. Redeker – has a long history, over 32 years, of successful management experience within in the New Jersey Transit organization before coming to Connecticut. His experience includes the leadership of the planning, preliminary engineering and NEPA process for major transit projects at NJ TRANSIT. He provides management oversight with our passenger rail partners, such as Amtrak, MetroNorth and Connecticut's freight railroads.

Consultant Team:

David K. Stahnke, P.E. – Project Manager and Preliminary Eng Lead- over 30 years experience managing large transportation projects; recent Asst. Project Manager for the EA for the commuter rail service on this same Line.

Ralph Trepal, PE- Environmental Lead – over 40 years experience including his role as recent Project Manager for the EA commuter rail service for this same line.

David S. Chase, P.E. – Rail Operations – has extensive experience with rail operations on this and other Connecticut rail lines.

FINANCIAL MANAGEMENT: The Department will maintain close financial management oversight throughout the duration of this project and will have direct involvement in all aspects of the project. The Department has the in-house resources for the advancement of this project. In its 40 years history, the Department has demonstrated its ability to minimize cost overruns, and commits absorb any such anticipated cost.

RISK ASSESSMENT: The risks associated with the PE and NEPA documentation for this project are very manageable, based on the past experience the Department has with projects of similar scale and complexity. These risks are further mitigated based on the recent/extensive previous work on this corridor that was proceeding earlier this year.

(2) Funding Sources: In the following table, please provide the requested information about your funding sources *(if applicable)*

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding[1]	Type of Funds	Dollar Amount (YOE $)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source

(3) Project Implementation Narrative. *Please limit response to 1,000 characters.*

Provide a preliminary self-assessment of PE/NEPA Project uncertainties and mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk). Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

Project uncertainties lie in the NEPA process. ConnDOT was proceeding with an EA in this same corridor earlier this year for the establishment of commuter rail service. That work has been suspended based on the announcement of this ARRA HSR program that provides a great opportunity to fund intercity passenger rail improvements. The improvements will be incremental, and double-tracking is the first increment. The EA being perfomed earlier this year also contemplated double tracking, so the risk in this NEPA process should be greatly mitigated based on this familiarity. The public outreach process must be carefully managed to ensure the intent is understood.

Advice and support will be required in applying for FRA NEPA clearance and for assisting with the public communications of this program.

***(4)* Timeliness of Project Completion.** *Please limit response to 1,000 characters.*

Describe the extent to which the PE/NEPA Project will lead to future project and/or Service Development Program applications for Tracks 1 FD/Construction and Track 2 Programs.

The completion of this PE/NEPA project is fundamental to the development of a full FRA application under Task 1 FD/Construction of Track 2 programs in future rounds of funding for completion of the project. The completion of this project is a key element in the implementation of an overall service plan for the corridor. As stated previously in this application, the improvements on this New Haven to Springfield Line will be incremental, and this Track1B application, if granted, will allow this vision to proceed through the first increment by double tracking this entire corridor.

[1] Reference Notes: The following categories and definitions are applied to funding sources:
Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.
Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).
Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

F. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section D, Question 3). *This section is optional.*

G.Summary of Application Materials

Program Forms	Required	Optional	Reference	Description	Format
☒ Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through *GrantSolutions.*	Form
Supporting Documentation	**Required**	**Optional**	**Reference**	**Description**	**Format**
☒ Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into *GrantSolutions.*	None
Standard Forms	**Required**	**Optional**	**Reference**	**Description**	**Format**
☒ SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☒ SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☒ SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through *GrantSolutions*	Form
☒ FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf. The document should be signed by an authorized certifying official for the applicant. Submit through *GrantSolutions.*	Form